

To: Robert Law[rlaw@demaximis.com]; Vaughn, Stephanie[Vaughn.Stephanie@epa.gov]
Cc: Willard Potter[otto@demaximis.com]
From: Stan Kaczmarek
Sent: Wed 9/11/2013 4:56:38 PM
Subject: Re: FW: BRIDGE STREET BRIDGE

There was no agreement. The County asked if tugs could open the bridge. Todd's tug operators said that a downward pull while opening the bridge could damage the structure so a tug should not be used to open the bridge... and that was a message I passed along.

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>>> On 9/11/2013 at 12:55 PM, in message <5230A064.433 : 181 : 41446>, Robert Law wrote:

What Engineer from the dredging contractor
agreed with the County?

>>> "Vaughn, Stephanie"

<Vaughn.Stephanie@epa.gov> 9/11/2013
12:42 PM >>>

County response, and my follow up email to
Kassof (I'll let him respond to the county).

-----Original Message-----

From: Vaughn, Stephanie

Sent: Wednesday, September 11, 2013 12:41
PM

To: 'gary.kassof@uscg.mil'

Subject: RE: BRIDGE STREET BRIDGE

Note that this is not a multi-year project, it is a Time Critical Removal Action being conducted under an AOC with specific time frames. The investigation and cleanup of the larger 17-mile stretch of the Passaic River from Newark Bay to Dundee Dam is indeed a multi-year project, but this portion of the work is a short-term, time-critical action.

A copy of the AOC can be found here, <http://ourpassaic.org/ProjectNews.aspx> -- scroll down about half way down the page to the item called " Seventy Companies Reach Agreement with EPA to Remove Highly Contaminated Mud from a Section of the Lower Passaic River."

-----Original Message-----

From: Harold Demellier
[mailto:hdemellier@hcnj.us]

Sent: Wednesday, September 11, 2013 12:33 PM

To: Kassof, Gary CIV

Cc: Vaughn, Stephanie;

lrodriguez@essexcountynj.org;

Svargese@hcnj.us; Wally Wolfe; Arca, Joe M

CIV; Watson, Yosef D MST1; Muilenburg,

Wayne A CAPT

Subject: Re: BRIDGE STREET BRIDGE

This option was reviewed last week. Opening this bridge under torque conditions allows for the possibility of further damage. This was also stated, in front of other people, by the engineer for the dredging g contractor. Once the bridge is opened under these conditions, it will remain open. Please refer to original e-mail responses to Mr. Arca, USCG. I must admit that I am perplexed by the 30 day urgency concerning a multi year project. Having said that, I can look at the possibility of opening and closing the structure while the gear and bearing mechanisms are removed from the bridge.

On Sep 11, 2013, at 12:19 PM, "Kassof, Gary CIV" <gary.kassof@uscg.mil> wrote:

> All,
> I have reviewed the email traffic related to the emergency
> outage at the Bridge Street Bridge and had several telcons with various
> interests; marine, bridge owner, EPA. We understand the pressures on all
> parties; however, a resolution in the near term may be possible.
> In conversation with EPA, the clean-up coordinator and issuer of
> an Administrative Order that requires clean-up of the environmental hot
> spot in the Passaic River, a compromise was presented. The clean-up
> operation can proceed and important environmental time schedule met if
> the contractor has access upstream of the bridge in the overnight

> period. This would require that the Bridge Street Bridge open at night
> and remain in the open position (for navigation) until the morning rush
> hour, at which time it would close and be available for vehicular
> traffic all day until after the evening rush, at which time the cycle
> would repeat.

> It seems to the Coast Guard that minimizing the physical opening
> of the swing span to only two operations a day could be an acceptable
> scenario to protect the bridge from further damage while accommodating
> an important environmental clean-up. The inability of the clean-up to
> continue at this time may result in an undesirable environmental
> condition with contaminated dredged spoil exposed to the environment
> until removal and capping operations could continue in 2014.

> We hope that the Hudson-Essex County Bridge Commission will

> consider this compromise and accept this operational scenario until the

> bridge is back in service. We are available to meet or set up a

> conference call among all parties to discuss further if necessary. Of

> course time is of the essence so a response within 24 hours would be

> appreciated.

> Thank you all.

>

> GARY KASSOF

> Bridge Program Manager

> First Coast Guard District

>

> This draft message and any attachments may contain attorney-client

> communications, attorney work product, and agency deliberative

> communications, all of which may be privileged and not subject to

> disclosure outside the agency or to the
public. Please consult with the
> U.S. Coast Guard, Office of The Judge
Advocate General before disclosing
> any of information contained in, or attached
to, this email.
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